

...a journal of  
CAP history,  
feature articles,  
scholarly works,  
and stories of  
interest.

# CIVIL AIR PATROL

## CAP National Historical Journal

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*The Civil Air Patrol National Historical Journal is published quarterly by professional volunteer staff. As academic historians by trade, we recognize the demand for quality publications reflecting a variety of interests to Civil Air Patrol readers, and strive to present the best in feature and thought provoking articles. We trust you will enjoy what the e-journal has to offer and will consider contributing to the mission of our staff in providing a forum for the great traditions of our organization.*

### History in Gold: Designing the Civil Air Patrol Congressional Gold Medal

*Col Frank Blazich, Jr., PhD, CAP, Chief Historian*

The presentation of the Congressional Gold Medal (CGM) to the World War II members of the Civil Air Patrol (CAP) represented a symbolic homage to the organization's unusual contributions in World War II. The medal, bestowed by Congress, is the country's highest expression of national appreciation for distinguished achievements and contributions. Furthermore, the medal's presentation proved a culmination of years of hard work by members of the CAP, Congress, and countless staff, civil servants, and Americans in state and federal government. The gold medal itself, ultimately designed by the United States Mint and cast in 0.999 pure 24-karat gold, visually provides a story about the men and women who volunteered and joined the CAP between December 7, 1941 and September 2, 1945.

This story is told from the perspective of myself, privy to aspects of the design process as a member of the

national staff. Not every communication, decision before or during the design process is documented here. This article is not intended as a complete history of every aspect of the CAP CGM effort, nor a discussion of the U.S. Mint's actions by its staff or artists, for whom I neither interacted with nor were privileged to work with. Rather, the intention here is to provide a window into how the CAP provided the U.S. Mint with input on the medal's design and help explain where certain design elements on the medal originated. The source base relies predominantly on my email correspondence between concerned parties, my memory, and select public records. Constructive criticism and feedback from some of the individuals mentioned in this email clarified several statements and details, but otherwise the opinions and commentary are mine alone.

The process for the CAP CGM began in 2009 when John Swain, CAP's Director of Government Relations, proposed the legislation to Senator Thomas R. Harkin of Iowa and Mr. Don Rowland, CAP's Chief Operating Officer. On April 21, 2010 during the second session of the 111th Congress, Senator Harkin, accompanied by

Senator Daniel K. Inouye of Hawaii and Senator Michael D. Crapo of Idaho, introduced in the Senate S.3237, a bill “to award a Congressional Gold Medal to the World War II members of the Civil Air Patrol.” Months later on July 26, Representative Robert Filner of California introduced an identical bill in the House, H.R. 5859. Both bills authorized the awarding of a single gold medal “of appropriate design,” struck by the Secretary of the Treasury, “with suitable emblems, devices, and inscriptions to be determined by the Secretary,” and that the Smithsonian Institution would receive the gold medal to be displayed as appropriate and made available for research. Bronze duplicates would be also struck and be available for purchase.<sup>1</sup> In a busy legislative session, Senator Harkin’s bill received four cosponsors and Representative Filner two but the 111th Congress ended before either bill could receive a necessary two-thirds of cosponsors in the House and Senate.<sup>2</sup>

Although these first bills did not receive enough cosponsors in the 111th Congress, Senator Harkin and Representative Filner reintroduced the legislation in the 112th Congress. Representative Filner introduced H.R. 719 in the House on February 15, 2011 while Harkin introduced his bill, renamed S.418, on February 28 with the co-sponsorship of Senators Crapo, Inouye, Olympia J. Snowe of Maine, Ronald L. Wyden of Oregon, and Mark P. Begich of Alaska.<sup>3</sup> Both bills continued a campaign to honor CAP’s World War II members in time for the organization’s 70th anniversary in December 2011. Senator Inouye, a disabled combat veteran of the famed 442nd Regimental Combat Team and recipient of the Medal of Honor, commented on the CAP’s service, noting how “During World War II, these courageous men

and women dutifully patrolled our air space, searched for submarines off our coasts and provided our nation with whatever they were asked to give. They made the same sacrifices I and thousands of uniformed armed service members made during that historic conflict. They deserve our praise and should be honored for their service.”<sup>4</sup>

Swain drafted the legislation, and directed the effort with CAP National Headquarters and in the corridors of Congress in Washington, DC to garner co-sponsorship for both bills. As he explained in CAP’s news magazine *Volunteer* to all readers, “Your help is essential if CAP is ever to receive a Congressional Gold Medal. Present-day CAP members, in addition to World War II members, their families and friends, all need to contact their senators and representatives to request they co-sponsor legislation that would make this quest a reality.”<sup>5</sup> In order to obtain the necessary two-thirds of the House and Senate membership to co-sponsor the bills, Swain recommended that CAP members write, email, visit, or call their congressional delegation requesting they co-sponsor the bills. Of additional importance, Swain worked with National Headquarters to launch a digital database of living or deceased CAP members to help identify those eligible for recognition.<sup>6</sup>

Steadily throughout 2011 into the second session of 2012, the bills gained co-sponsors. Triumphant, S.418 reached 85 co-sponsors on May 8, 2012 and two days later Senator Harkin requested that the Senate consider approval of the bill.<sup>7</sup> In his remarks, the senator spoke of CAP’s World War II record, of the sacrifices of its men and women and highlighted several of CAP’s

famous members. In closing Harkin succinctly stated the purpose behind the bill declaring “This Congressional Gold Medal will ensure that this story is told over and over again for future generations, and it recognizes CAP and its World War II members for their critically important service to our nation.”

After his remarks, the bill passed with unanimous approval in the Senate.<sup>8</sup> At this point, the House bill, H.R. 719, stood at 179 cosponsors, over halfway to achieving the 290 cosponsors necessary to guarantee a vote and passage of the legislation in the House. By November, this number increased to 205 cosponsors but the 112th Congress ended before further support could be obtained for the House bill.<sup>9</sup> Nonetheless, the effort proved successful and highly encouraging, demonstrating both increased and continued support for a CAP CGM, and validating CAP’s execution of its CGM campaign.

With the opening of the 113th Congress, the CAP CGM effort returned confident of passage. In the first session on February 13, 2013, Senator Harkin introduced the CAP Congressional Gold Medal bill, now named S.309, in the Senate chamber.<sup>10</sup> An identical bill was introduced two days later in the House by Representative Michael McCaul of Texas.<sup>11</sup>

***Editor's Note: The Civil Air Patrol National Historical Journal continues to receive quality submissions from across the CAP community, and appreciates the continued support of its members. Please adhere to the guidelines specified in the journal with regard to format, content, and review.***

### **Staff & Acknowledgements**

National Commander  
*Maj Gen Joseph R. Vazquez*

Chief Historian  
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National Historical Editor  
*Lt Col Richard B. Mulanax*

National Historical Journal Editor  
*Capt Kurt Efinger*

These bills were once more drafted by Swain with minor edits by Congressional staff and by myself and the CAP National History Program staff. Also, Swain reinvigorated the membership to contact their congressional delegations and urge their senators and representatives to cosponsor the CAP CGM legislation. Within weeks, CAP’s annual Legislative Day in Congress promoted both bills, the results of which saw large increases in cosponsors in the ensuing weeks. Momentum, building off the previous two CAP CGM efforts, gave both bills a strong start in the first session of the 113th Congress. Weeks later on May 20, S.309 passed under unanimous consent in a voice vote after swiftly receiving the co-sponsorship of 83 senators.<sup>12</sup>

My involvement with the CAP CGM effort at the national level began in late April 2013 when I became the interim CAP National Historian. On May 21, one day after S.309 passed in the Senate, Swain emailed me asking for my help in assembling a package to provide the Mint concerning the medal design. The Mint’s artists would require photographs, art, and words to work with for the obverse and reverse medal designs.

In regards to the design, Swain provided his initial thoughts. The obverse would feature two or three CAP members – male and female –in appropriate flight gear. The reverse would be “a depiction of our aircraft or action reflective of what we did during the war.”



**Figure 1.** Women Airforce Service Pilots Congressional Gold Medal. Source: U.S. Mint.

Furthering his message, Swain enclosed images of the Congressional gold medals designed for the Tuskegee Airmen, the Women Airforce Service Pilots (WASP), and the crew of Apollo 11 and Astronaut John Glenn. Swain provided a suggested description of the medal which read “Civilian volunteers flying combat and humanitarian missions at a time of great need.”

In my reply of May 21, 2013, I suggested a Stinson Voyager or Reliant aircraft on the reverse, possibly “a pair of aircraft on patrol with a Liberty ship steaming beneath them,

with the aircraft clearly carrying a bomb.” Another suggestion was to use the CAP World War II pilot wings and incorporate the CAP shoulder patch with “US” prominently featured on the reverse.

After the initial emails of May 2013, work on the medal design ceased for roughly a year. In the meantime, work for myself revolved around vetting the eligibility of current and former CAP members for the CAP CGM database. Beginning on June 7 and continuing into the late hours of December 9, 2014, I went methodically through the database, verifying entrants, organizing records, and working to develop sub-databases for Swain and National Headquarters to use in contacting World War II members for public affairs purposes. Through this work on the database I became

acquainted with practically every single World War II CAP member or their families and the stories of their service in CAP. While spreadsheets and digital databases can provide periods of tedium, the human networks they represented proved a joyous element of this public history work.

Discussions on the medal concept design renewed themselves in 2014. On March 30, 2014, I emailed Swain about the medal design, asking if he would like some concept art to provide to the Mint. We both



**Figures 2 and 3.** Two images from 1942 and 1943 provided for the concept art. The bottom image of the tanker was the primary model for the tanker depicted on the finished CAP CGM. Source: (top) Charles Small family, Richmond, VA and CAP National History Program (bottom).

agreed that we needed a professional graphic artist to translate our ideas into a viable concept design to provide the Mint. Swain brought in John Salvador, Senior Director, CAP National Headquarters, to listen in on the conversation, but Swain was not aware of anyone who could help with the concept design.

Events began to accelerate. By May 2014, both pieces of legislation approached the critical number of cosponsors to ensure passage into law. On May 7, Swain emailed Salvador and me that Senator Harkin’s office desired as much work on the CAP CGM as possible “within the next three weeks” in order to “ensure that the U.S. Mint can quickly complete the design and strike the medal as soon as possible.” I replied that the WASP CGM left the strong impression of motion with basic elements of operation and offered that a two-ship formation, perhaps a Fairchild 24 and a Stinson Voyager 10A or Reliant juxtaposed flying over water, “or perhaps a skyline behind and the aircraft above at an angle, or perhaps the aircraft flying over a tanker or cargo ship might work best.”

Knowing a professional graphic artist with whom I had previously worked, I offered to approach him to sketch out the proposed design. For the purpose of this task, I suggested Mr. Phil Zubiato of Oxnard, California, a professionally-trained artist skilled in digital and colored pencil work, to produce some concept art. Salvador and Swain gave me the go-ahead to approach Zubiato if he could perform the work for a nominal fee, produce the designs quickly, and modify the designs as requested at least once. Within days, I spoke to Zubiato at work and pitched the ideas and requirements to him. With his

enthusiastic approval, I formally emailed him on May 16, providing both artwork and Swain’s guidance from May 2013. In addition, Zubiato came over to my apartment one evening and I discussed ideas and shared books, photographs, graphics, and artwork for the medal. We also discussed other literature about the CAP during World War II to help further inspire his design work, which remained on hold until the legislation passed.

Fortunately, we did not have long to wait. On May 17, Swain received word that House Majority Leader John Boehner of Ohio had scheduled a vote on S.309, together with six other CGM bills (all House legislation) on May 19. Previously, the House leadership had informed CAP that they only approved two CGM bills per year, which delayed the bill for a year since it was ready for a vote in the period of May-June 2013. That Monday, the legislation passed in the House by voice vote after 5:00 p.m., with the House deciding to vote on the Senate version of the bill. After the vote, the bill headed to the White House for President Barack Obama’s signature.<sup>13</sup>

#### Letters to the Editor

The Editor at the CAP NHJ welcomes your comments and feedback. Please submit letters for review by emailing the editor at the address provided.

All comments will be reviewed by the entire editorial staff prior to publication. The CAP NHJ Editorial Staff reserves the right to refuse publication to any member based on the content of the letter.

CAP members are encouraged to maintain a professional and collegial attitude when submitting correspondence. [kefinger@sercap.us](mailto:kefinger@sercap.us)

(3) SMITHSONIAN INSTITUTION.—

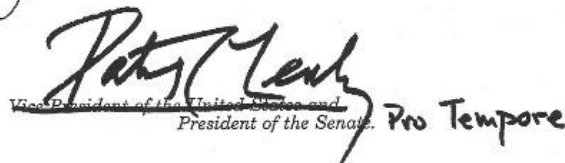
(A) IN GENERAL.—Following the award of the gold medal referred to in paragraph (1) in honor of all of its World War II members of the Civil Air Patrol, the gold medal shall be given to the Smithsonian Institution, where it shall be displayed as appropriate and made available for research.

(B) SENSE OF CONGRESS.—It is the sense of Congress that the Smithsonian Institution should make the gold medal received under this paragraph available for display elsewhere, particularly at other locations associated with the Civil Air Patrol.

(b) DUPLICATE MEDALS.—Under such regulations as the Secretary may prescribe, the Secretary may strike and sell duplicates in bronze of the gold medal struck under this Act, at a price sufficient to cover the costs of the medals, including labor, materials, dies, use of machinery, and overhead expenses, and amounts received from the sale of such duplicates shall be deposited in the United States Mint Public Enterprise Fund.

(c) NATIONAL MEDALS.—Medals struck pursuant to this Act are national medals for purposes of chapter 51 of title 31, United States Code.

  
Speaker of the House of Representatives.

  
~~Vice President of the United States and~~  
President of the Senate. Pro Tempore

APPROVED

MAY 30 2014



[Copy]

Figure 4. Signature page of S. 309 as signed by President Barack Obama, making the Civil Air Patrol Congressional Gold Medal law. Source: author.



With the legislation all but law, I emailed Zubiato that evening at 7:29 and asked him to commence the rough concept art for the Civil Air Patrol Gold Medal design. The original concept art for the medal evolved in both great leaps and subtle shifts. By May 23, Zubiato sent me his first attempt. Admitting the design “may be a little to [sic] much,” the initial edits sent back to him consisted largely of simplification of the design by removing small items and changing out the graphics used. Following corrections, Zubiato produced new reverse and obverse designs on May 27.



**Figure 5.** First draft of CAP CGM as designed by Phil Zubiato.  
Source: author.

Using my limited skills with Adobe Photoshop, I modified these designs slightly by reordering some of the design elements and sent it back to Zubiato requesting a few small changes. The result was one solid obverse and three slightly different reverse designs which were forwarded on to Salvador and Swain. The obverse featured three profiles of a sergeant, pilot officer, and female pilot with a pair of pilot wings. All three reverses included a squadron in parade formation with a pair of Stinson Voyager 10A aircraft escorting a tanker and the



**Figure 6.** Revised draft of concept obverse and three reverse variations.  
Source: author.

five active duty insignia displayed; the three reverses varied from each other through minor differences in the location of the aircraft or removal of the tanker.

Regarding the initial concept art, the overarching theme was to simplify the design. Swain noted the obverse was extremely busy with details and requested reducing the size of the pilot wings and reducing the profiles to one male and female pilot, with the male in “visible flight gear.” Of the three reverse images, Salvador and Swain both opted for the second version, particularly by dropping the parade formation to allow an increase in the size of the aircraft (with coastal patrol roundel instead of inland roundel), tanker, and active duty insignia. Agreeing with all edits, I forwarded these on to Zubiato for his next edition. Upon receiving updates on May 31, the day after President Obama signed the CAP CGM legislation into law, it became clear that Zubiato was not as wedded to the issue of simplification as desired by Swain, Salvador, and myself.<sup>14</sup>

The following day, I summarized where the three of us currently stood on the design, mainly two profiles on the obverse, one male in flying gear and one female, and on the reverse to remove the parade formation, enlarge the active duty patches and depict coastal patrol aircraft over a tanker.



**Figures 7-10.** Imagery for revised concept. Source (7): National Archives.

Unfortunately, at this point the concept design process began to suffer from the limitations of digital development. Despite a near instantaneous ability to exchange views via email, Swain, Salvador, Zubiate, and I could not share our thoughts and

opinions of the design quickly enough. By the evening of June 1, the three CAP members found ourselves at an impasse. We all concluded a teleconference would be best course of action.

The conference call commenced at June 2, 2014 around 12:30 p.m. The three of us agreed that the front of the medal would depict a male coastal patrol pilot in flight gear (particularly with a B-3 or B-4 “Mae West” life vest) together with a female CAP member, in this case using a profile of Willa Brown. Salvador requested the profile of an aircraft on the obverse. All parties agreed to use the profile of a Fairchild 24 or a Stinson Voyager. The obverse would feature the script “CIVIL AIR PATROL” and

“1941 – 1945” in accordance with other CGMs. The reverse would feature a script with “ACT OF CONGRESS 2014” together with the statement “CIVILIAN VOLUNTEERS WHO FLEW COMBAT AND HUMANITARIAN MISSIONS.” The primary scene on the reverse would involve a pair of aircraft, either Fairchild 24s or Stinson Voyager 10As, escorting an oil tanker. After roughly 30 minutes, with the three of us in agreement on the core design, the call concluded.

Over the following days, Swain and I exchanged a series of image files with Salvador to determine which pictures would work best for the concept design in accordance with the conference call.



**Figure 8.** Source: CAP National History Program.

After the collaborative dust settled, the concept art came together at last. While in an airport traveling back to California, I used my limited digital image editing skills to put together a reserve image incorporating all the agreed upon design elements. One item I added was to change the ship number painted on the Stinson Voyager’s empennage to “65” in commemoration of the 65 members of CAP lost during the war. The idea came from the Tuskegee Airmen’s medal, which used squadron numbers on the profiles of aircraft flown during the war. I then emailed Zubiate the rough reverse concept image detailing all the requested changes.





**Figure 9.** Source: Palm Beach County, (Florida) Historical Society.



**Figure 10.** Source: author.

The revised concept art arrived on June 12 with two variants on the obverse (one with an aircraft profile at the bottom, one with the CAP

roundel) and the polished reverse I had cobbled together at the airport. One sticking point involved removing a pair of glasses from the image of the male pilot used for the obverse, but Salvador and I concluded the Mint would understand CAP's wishes and the request to remove the glasses. Glasses aside, Salvador, Rowland, and Swain approved the concept design and from here CAP at least had a foundation for working with the U.S. Mint towards the final artwork.



**Figure 11.** Author's rough airport sketch of the reverse incorporating the elements agreed upon in the conference call. Source: author.



**Figure 12.** Finalized CAP CGM concept art provided to U.S. Mint. Source: author.

A few days later, the development process with the Mint commenced. On June 18, Swain contacted Rowland, Salvador, and I, noting he had spoken with the Director of Design Management for the U.S. Mint to set up an initial design meeting with CAP. This initial meeting was accelerated thanks to the efforts of Senator Harkin's office to move the presentation date as forward as possible in regards to the age of CAP's surviving World War II members.

A week later on Thursday, June 26, Swain had his initial meeting with the Mint's project manager. A day prior, he had contacted me and requested digital imagery of various World War II CAP symbols, notably the standard and coastal patrol roundels, 1942-1944 shoulder patch, and five active duty patches, which I readily provided him.

CAP's initial meeting with the Mint provided the framework for the road ahead. In just under two hours, Swain met with the Mint's design division director, the CAP CGM project manager, and the Mint's legislative liaison and legal counsel. In a lengthy and thorough summation of the meeting, Swain highlighted several things the Mint staff told CAP:

1. The Mint was currently working on three CGM designs simultaneously (Doolittle Raiders, American Fighter Aces, and CAP), with three more designs on the immediate horizon.

2. The actual design process would begin at or around July 8 with a meeting or teleconference between the CAP CGM team, medal designers and the Citizen's Coinage Advisory Committee (CCAC). In addition to the imagery requested by Swain on June 25, he provided the Mint with additional World War II CAP photographs and the CAP concept art to be used by the medal designers. Notably, the Mint's designers, as Swain was told during the meeting, "do not see the actual concept graphic but [will] have a written description of it" and "have a great deal of freedom to improve or change the concept."

3. In addition to the CCAC, the U.S. Commission of Fine Arts would also have a say in the designs forwarded to the Secretary of the Treasury for final approval.

4. The design process was roughly estimated at six months, but the Mint would speed up the process as much as possible and believed a design would be minted by early 2015.

5. Following the initial design work, CAP would receive a portfolio of multiple obverse and reverse designs of the proposed medal, and have an opportunity for suggestions and commentary.

6. The Mint said for a CGM honoring a group of individuals, no one specific person could be depicted, so any artwork would have to represent generic or nonspecific individuals.

The Mint needed clarification on a few issues. The Mint legal counsel inquired about the official status of CAP's World War II aircraft, including asking whether during the war they were owned by civilians, the government, and/or how the government had control over them and their usage. The fact that CAP was able to resolve this issue had a major impact on the design of the CGM. Legal counsel also required written permission from CAP to use any of the corporation's World War II symbols. Swain requested copies of artwork depicting CAP aircraft during World War II, and articles regarding CAP's World War II history to provide the designers, all of which were provided in the coming days.<sup>15</sup>

### **Call for Submissions**

The Civil Air Patrol *National Historical Journal* (NHJ) welcomes articles, essays, and commentaries not exceeding 2,000 words on any topic relating to the history of the Civil Air Patrol, or military/civilian aviation history. CAP's history extends to the present day, and the NHJ seeks accounts of on-going activities and missions, as well as those of earlier years.

All historiographical works and essays must be submitted in Chicago Manual of Style (CMS), or they will be rejected unless otherwise permitted. We encourage authors to submit digital photographs (minimal resolution of 300 dots per inch) and illustrations for publication. All content should be the work of the author or open source. Adjustments to pixel saturation, color and size will be made according to the editorials staff's recommendations. Please note that when submitted to the editor at the Civil Air Patrol National Historical Journal, all works and related media are released from copyright infringements if published.

Editorial changes are at the sole discretion of the editorial staff, but will be discussed with the author prior to publication, and require a signed release from the author.

*The CAP NHJ editorial staff reserves the right to refuse any work submitted. All submissions must be sent as MS Word attachments and mailed to the editor at [kefinger@sercap.us](mailto:kefinger@sercap.us).*

The design process by the Mint commenced on July 8. That same day, the CCAC met to review and discuss the design concept for the CAP CGM with members of the U.S. Mint and Swain. Swain's presentation, not a generalized meeting discussion, emphasized several key points including CAP's value to the nation's war effort and defense.

The presentation was designed and executed to get across key points and values CAP wanted represented in the CGM design. The CAP roundel was seen as of "particular interest for inclusion as either a primary device or as a privy mark." Furthermore, the members present stated "that simplicity would need to be a key aspect of what they foresaw as quality designs, as the CAP's mission had too many different aspects to be literally incorporated into the medal."<sup>16</sup>

Days later, CAP received word from the Mint that Speaker of the House John Boehner's office had notified them that the CAP CGM presentation was tentatively scheduled at the Capitol for December 10, 2014. With this date set, the design process would have to be accelerated. For the next few weeks, the Mint's designers continued their work.

On July 15, CAP provided legal permission to use assorted CAP World War II symbols and insignia for the medal design. The Mint also requested higher-resolution copies of assorted CAP images found online by the designers, notably of aircraft engines and CAP mechanics.



**Figure 13.** Some of the CAP World War II insignia provided to the U.S. Mint. The active duty patches, clockwise from the top left, are coastal patrol, southern liaison patrol, forest patrol, missing aircraft search, and courier. The roundels on the left, top to bottom, are the standard CAP roundel / shoulder patch, the 1942-1944 shoulder patch, and the coastal patrol roundel. Source: author, with active duty patches recreated by CAP Captain Erik Koglin, Tennessee Wing.

found myself pondering during this process was the slogan “civilian volunteers who flew combat and humanitarian missions.” I suggested changing “combat” to “armed” to clarify the depicting of coastal patrol aircraft, but also out of recognition of the coastal patrol focus on deterring attacks and protecting merchant shipping.

In regards to the aircraft attitudes and details, Swain requested I bring Lt Col Sean Neal, the CAP National History Program’s Director of Outreach, into the discussion. Swain and I agreed that we needed to provide the Mint’s designers with line drawings of aircraft and bombs to fine tune the artwork, and Neal helped locate such drawings of a Fairchild 24 for use. Neal’s comments proved extremely valuable to Swain and me notably in having another set of eyes to catch details and omissions that we may have had missed.

By August 11, with input provided by Salvador, Rowland, and Neal, Swain submitted to the Mint CAP’s comments on the initial round of designs. CAP preferred the second, third, fifth, seventh, ninth, and fifteenth obverse and first, fourth, and fifth reverse designs, albeit with requested modifications (see endnote to observe all the designs).<sup>17</sup> On August 21, the Mint provided CAP with a revised portfolio of designs. This incorporated the revisions submitted by Swain on August 11, removed two of the previous designs, and included a few new options. On September 12, Swain requested that Salvador and I provide him with our top three choices for the obverse and reverse designs in preparation for the Commission of Fine Arts and CCAC meetings scheduled for the following week.

On August 5, the Mint provided the first concept art for the CAP CGM obverse and reverse, totaling sixteen different obverse and thirteen reverse designs for review and commentary on. An initial issue noted in these designs was the incorporation of anachronistic or contemporary symbolism or aircraft in the artwork. Swain requested that Rowland and Salvador provide their ranking of preference for the designs, while he and I collaborated on documenting detailed comments for every design. On the night of August 6, Swain and I went over the points of each and every design for over three hours, providing the Mint with numerous corrections and comments on uniform accuracy, aircraft layout, insignia, and even the proper rendering of salutes! Swain and I concluded that we preferred the fifth, seventh, and ninth obverse designs, and the first and fifth reverse designs. One item that I





**Figure 14.** U.S. Mint CAP CGM Obverse Design 7, August 2014. Source: U.S. Mint.

**Figure 15.** U.S. Mint CAP CGM Obverse Design 5, August 2014. Source: U.S. Mint.



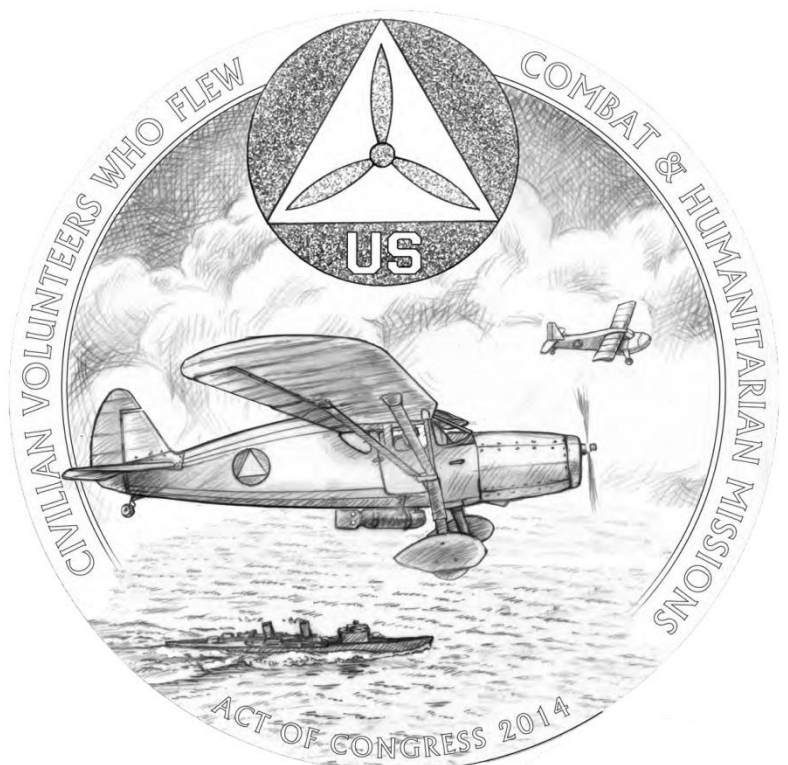
**Figure 16.** U.S. Mint CAP CGM Obverse Design 9, August 2014. Source: U.S. Mint.







**Figure 17.** U.S. Mint CAP CGM Reverse Design 1, August 2014. Source: U.S. Mint.



**Figure 18.** U.S. Mint CAP CGM Reverse Design 5, August 2014. Source: U.S. Mint.

Neither meeting produced an agreement in accordance with the original desires of CAP regarding the design. The Commission met on September 18. Swain attended and advised the commissioners on CAP's World War II history, notably the inclusion of African Americans and the training of women in aspects of aviation. The commissioners focused in on the issues of gender and race and opted for the fifteenth obverse design and the fourth reverse design.<sup>18</sup> On the afternoon of September 23, the CCAC meeting proved to be even more frustrating regarding the designs. After receiving an overview presentation of the design details of the obverse and reverse designs, the committee members culled the designs to debate their merits.

The discussion by the members revealed a dearth of attention regarding CAP history. One member advocating for ethnic diversity claimed Bessie Coleman served in the CAP (she died in 1926). Another claimed to be "disturbed" because the design featured "such young people" and they desired "older people that I believe would have been more in keeping with the folks that would have been owning these airplanes and flying them." Continuing the devolution, a simplistic design devoid of CAP heraldry featuring a pair of wings emanating from telescope was spoken of favorably for its clarity: "It's so clear. The wings, they are up in the air. The telescope there. That's their job, to look. It's just a clean, clear, concise direct design."

After the discussion the committee members voted to score the designs from 0 to 3 points, with the committee choosing, in order of preference, the fourteenth,

second, and fifteenth obverses and third and ninth reverses.<sup>19</sup> Despite the materials gathered by CAP for the Mint and detailed history briefings by Swain on the problems with particular details and designs, the CCAC opted to pursue the discussion without consulting this information. In the wake of the two meetings, Swain ardently and meticulously worked with the Mint to ensure that the second obverse and fourth reverse designs were known to be the preferred designs by the CAP and its membership. This work ensured that the CCAC did not bypass the desires of the CAP by circumventing the corporation in its deliberations with the Mint or the Secretary of the Treasury without causing problems or other issues. Swain recommended to the Mint that the second obverse and fourth reverse designs be used, albeit with minor changes; these two designs also received the approval of CAP's new national commander, Major General Joseph R. Vazquez.

With the designs selected by the Secretary of the Treasury on 24 September, the final opportunity for revisions took place. Of particular importance was ensuring the accuracy of the Stinson Voyager 10A on the obverse and Neal made a critical observation of the image by noting the absence of a tail wheel, remarking how this absence would "be an expensive aircraft to operate!"

An array of images of period and contemporary Voyager 10A aircraft was provided to the Mint's artists with imagery for the Stinson's profile and lines. With these details provided at the end of September, my design input ceased and as before I continued vetting individuals submitted to the CAP CGM database.

On November 14, Swain sent me the revised artwork from the Mint which incorporated some but not all of the suggestions made over the many months. When Speaker of the House John Boehner presented the actual CAP CGM to former Representative of New York Lester L. Wolff – a member of the New York Wing in World War II and cofounder of the Congressional Squadron – and Major General Vazquez in the Capitol in an elaborate presentation ceremony on December 10, the black and white drawings of the designs could be seen radiating in pure gold.



**Figures 19 and 20.** Former Congressman Lester Wolff (top) delivering remarks accepting the CAP CGM. Below, (L to R), Major General Vazquez, former Representative Wolff, Speaker of the House John R. Boehner of Ohio, Senate Majority leader Mitch McConnell of Kentucky, Representative McCaul, House Minority Leader Nancy Pelosi of California, and Senate Minority Leader Harry Reid of Nevada at the actual presentation of the medal, December 10, 2014. Source: CAP National Headquarters.



**Figures 21 and 22.** Images of the bronze replica of the finished CAP CGM, December 2014. The obverse is the second design favored by the CCAC. Source: U.S. Mint.





**Figure 23.** U.S. Mint CAP CGM Obverse Design  
15, September 2014. Source: U.S. Mint.

**Figure 24.** U.S. Mint CAP CGM Reverse Design  
15, September 2014. Source: U.S. Mint.



**Figure 25.** U.S. Mint CAP CGM Reverse Design  
14, September 2014. Source: U.S. Mint.



**Figure 26.** U.S. Mint CAP CGM Reverse Design 3,  
September 2014. Source: U.S. Mint.



Reflecting on the entire CGM effort from the personal perspective of National Historian, the entire effort – legislative, member database, medal design – came together to achieve a tremendous success. With its origins in December 1941, and legislative effort begun in 2010, the awarding of the medal in December 2014 completed a 73-year journey. This effort involved numerous individuals, but the spirit of the effort rested in Senator Harkin, John Swain, the national staff, and in the countless members of CAP and the general public who asked their senators and congressmen to cosponsor the legislation.

In terms of the actual medal, from CAP's conceptual designs and the final minted medal, the U.S. Mint's artists, managers, and staff produced a medal which the corporation can display and admire with pride. Not counting the script on the obverse or reverse, the medal features male and female aviator with the male in flight gear, along with an armed coastal patrol formation escorting an oil tanker. The medal also depicts both the CAP active duty emblems and the ubiquitous World War II era CAP shoulder patch/roundel.

While not every small detail could be addressed due to the compressed design period in which the Mint had to create this medal, the end result produced a design worthy both of the men and women who earned it and of the nation bestowing it.



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## Summary of Medal Design Elements

### OBVERSE

- Male coastal patrol aircrew member wearing a B-3 life vest and holding binoculars, poised to closely observe an object in the distance
- Female aircrew member wearing a fleece-lined jacket and flying helmet, typical of the assorted civilian flying paraphernalia worn by CAP volunteers during the war
- A pair of Stinson Voyager 10A aircraft flying in a typical dawn/dusk coastal patrol mission escorting an oil tanker
  - The aircraft are armed with AN-M30 100-pound general purpose demolition bombs
  - The coastal patrol roundel (CAP insignia minus the red propeller) is present on both aircraft
  - The ship number "65" symbolically represents the 65 CAP members who died in CAP service during World War II
  - The initials "DW" and "DE" are for designers Donna Weaver and Don Everhart

### REVERSE

- The 1942 – 1944 CAP shoulder patch worn on the upper left shoulder sleeve is displayed at the top; the "US" element was added in July 1942 specifically so coastal patrol personnel would, in the event of capture, be identified as operating under federal jurisdiction and treated as prisoners of war rather than as guerrillas
- The Mint artists added the word "HONOR" but otherwise the description of the medal drafted by Swain with the Blazich edit of "combat" to "armed" was used in its entirety
- The five CAP active duty patches worn on the left uniform sleeve cuff are arranged, in order from left to right: coastal patrol, courier service, forest patrol, missing aircraft search, and southern liaison patrol
- The officer's cap device introduced in December 1942 is positioned at the bottom, from where laurel branches emanate
- The initials "DW" and "MG" are for designers Donna Weaver and Michael Gaudio





**Figure 27.** The finished .999 karat gold Civil Air Patrol Congressional Gold Medal, struck at the Philadelphia Mint. Source: National Air and Space Museum, Smithsonian Institution.

## Endnotes

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<sup>1</sup> *To Award a Congressional Gold Medal to the World War II Members of the Civil Air Patrol*, S3237, 111th Cong., 2d sess., *Congressional Record* 156, no. 57, daily ed. (April 21, 2010): S2518; *To Award a Congressional Gold Medal to the World War II Members of the Civil Air Patrol*, HR 5859, 111th Cong., 2d sess., *Congressional Record* 156 no. 110, daily ed. (July 26, 2010): H6042.

<sup>2</sup> All Bill Information (Except Text) for S.3237, "Cosponsors," *Congress.gov*, <https://www.congress.gov/bill/111th-congress/senate-bill/3237/all-info?resultIndex=5#cosponsors> (accessed September 26, 2015); All Bill Information (Except Text) for H.R. 5859, "Cosponsors," *Congress.gov*, <https://www.congress.gov/bill/111th-congress/house-bill/5859/all-info#cosponsors> (accessed September 26, 2015).

<sup>3</sup> *To Award a Congressional Gold Medal to the World War II Members of the Civil Air Patrol*, S418, 112th Cong., 1st sess., *Congressional Record* 157, no. 29, daily ed. (February 28, 2011): S976; *To Award a Congressional Gold Medal to the World War II Members of the Civil Air Patrol*, HR 719, 112th Cong., 1st sess., *Congressional Record* 157 no. 24, daily ed. (February 15, 2011): H922.

<sup>4</sup> CAP press release, "Legislation Introduced to Honor CAP WWII Veterans," March 1, 2011, [http://www.capvolunteernow.com/todays-features/?legislation\\_introduced\\_to\\_honor\\_cap\\_wwii\\_veterans&show=news&newsID=10058](http://www.capvolunteernow.com/todays-features/?legislation_introduced_to_honor_cap_wwii_veterans&show=news&newsID=10058) (accessed September 26, 2015).

<sup>5</sup> John Swain, "Battle for the Congressional Gold Medal," *Volunteer*, January-March 2011, 3.

<sup>6</sup> *Ibid.*, 4.

<sup>7</sup> All Bill Information (Except Text) for S.418, "Cosponsors," *Congress.gov*, <https://www.congress.gov/bill/112th-congress/senate-bill/418/cosponsors?q=&resultIndex=1> (accessed September 26, 2015).

<sup>8</sup> *Cong. Rec.*, 112th Cong., 2d sess., 2012, 158, no. 66: S3071-73.

<sup>9</sup> All Bill Information (Except Text) for H.R. 719, "Cosponsors," *Congress.gov*, <https://www.congress.gov/bill/112th-congress/house-bill/719/cosponsors?q=&resultIndex=2> (accessed September 26, 2015).

<sup>10</sup> *To Award a Congressional Gold Medal to the World War II Members of the Civil Air Patrol*, S309, 113th Cong., 1st sess., *Congressional Record* 159, no. 23, daily ed. (February 13, 2013): S707.

<sup>11</sup> *To Award a Congressional Gold Medal to the World War II Members of the Civil Air Patrol*, HR755, 113th Cong., 1st sess., *Congressional Record* 159, no. 25, daily ed. (February 15, 2013): H594.

<sup>12</sup> Press release from CAP National Headquarters, "CAP Congressional Gold Medal Bill Passes Senate," May 22, 2013, [http://www.capvolunteernow.com/todays-features/?senate\\_approves\\_cap\\_congressional\\_gold\\_medal\\_bill&show=news&newsID=16616](http://www.capvolunteernow.com/todays-features/?senate_approves_cap_congressional_gold_medal_bill&show=news&newsID=16616) (accessed October 3, 2015); All Bill Information (Except Text) for S. 309, "Cosponsors," *Congress.gov*, <https://www.congress.gov/bill/113th-congress/senate-bill/309/cosponsors> (accessed October 3, 2015).

<sup>13</sup> Press release from CAP National Headquarters, "In Historic Vote, House Approves Congressional Gold Medal for Civil Air Patrol," May 19, 2014, [http://www.capvolunteernow.com/todays-features/?house\\_approves\\_congressional\\_gold\\_medal\\_honoring\\_cap\\_wwii\\_service&show=news&newsID=18545](http://www.capvolunteernow.com/todays-features/?house_approves_congressional_gold_medal_honoring_cap_wwii_service&show=news&newsID=18545) (accessed June 21, 2015).

<sup>14</sup> CAP press release, "President Signs CAP Congressional Gold Medal bill: Founding members honored for World War II service," May 30, 2014, online, <http://www.capgoldmedal.com/media/#.VZNZs0amuNo>.

<sup>15</sup> In response to the latter issues, I provided what I had on hand. This included a December 28, 1943 report on the CAP written by National Headquarters, a 1944 USAAF Inspector General report on the CAP which gave insight into the personnel and actions of the organizations from an objective standpoint, a monograph by the National Historian Emeritus Colonel Len Blascovich discussing all the CAP artwork displayed at National Headquarters, and insight into the issue of aircraft ownership. Aside from 288 liaison aircraft transferred from the USAAF to CAP during the latter half of the war, all CAP aircraft remained privately owned.

<sup>16</sup> Les Peters, "WWII Civil Air Patrol Congressional Gold Medal Design Concepts Discussed," *Coin Update: Daily Coin Collecting News*, July 10, 2014, online, <http://news.coinupdate.com/wwii-civil-air-patrol-congressional-gold-medal-design-concepts-3373/>.

<sup>17</sup> To view all the artwork by the U.S. Mint, see Mike Unser, "CAP Congressional Gold Medal Design Candidates," *CoinNews.net*, September 26, 2014, <http://www.coinnews.net/2014/09/26/cap-congressional-gold-medal-design-candidates/>.

<sup>18</sup> Minutes for the Commission of Fine Arts meeting, September 18, 2014, <https://www.cfa.gov/records-research/record-cfa-actions/2014/09/cfa-meeting/minutes>; Thomas E. Luebke to Richard A. Peterson, September 26, 2014, <https://www.cfa.gov/records-research/project-search/cfa-18sep14-6>.

<sup>19</sup> Transcript for the Citizens Coinage Advisory Committee, September 23, 2014, [http://ccac.gov/media/calendar/transcripts/2014\\_0923.pdf](http://ccac.gov/media/calendar/transcripts/2014_0923.pdf); minutes for the Citizens Coinage Advisory Committee, September 23, 2014, [http://ccac.gov/media/calendar/meetingMinutes/2014\\_0923.pdf](http://ccac.gov/media/calendar/meetingMinutes/2014_0923.pdf).